

What Is Claimed Is:

1. A restraint system having restraining means which include at least one acceleration-sensitive sensor, as well as at least one additional sensor, wherein the at least one additional sensor is an electroacoustic transducer (ultrasonic sensor US) which is sensitive to ultrasonic waves, which are generated in the event of an accident, and from whose output signal a deployment criterion for the restraining means (AB) is derivable.
2. The restraint system as recited in Claim 1, wherein a threshold value (S1) is predefinable for the output signal of the ultrasonic sensor (US) and exceeding this threshold value (S1) is assessed as a deployment criterion for the restraining means (AB).
3. The restraint system as recited in Claim 1, wherein, for generating a deployment criterion for the restraining means (AB), the output signal of the ultrasonic sensor (US) is subjected to an integration, a window integration, bandpass filtering, or a combination of these measures.
4. The restraint system as recited in one of Claims 1 through 3, wherein the ultrasonic sensor (US) is situated in a first airbag control unit (ACM).
5. The restraint system as recited in one of Claims 1 through 3, wherein the ultrasonic sensor (US) is situated in a second airbag control unit (AOS) which is responsible for sensing the passengers.
6. The restraint system as recited in one of Claims 1

through 3,
wherein the ultrasonic sensor (US) is situated in the
vehicle, spatially separated from the first and the
second airbag control unit (AOS, ACM).

7. The restraint system as recited in one of Claims 1
through 6,
wherein a time threshold (time interval ΔT) is provided
for the output signal of the ultrasonic sensor (US) in
such a way that a deployment criterion for the
restraining means (AB) is only present when the threshold
value (S1) is exceeded at least during the time interval
(ΔT).